## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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- the only piers along the quay wall in Amoy were the two
  froating docks at N 24-27-24, E 118-04-25. These docks were the former
  Taikoo wharfs which were joined to the quay by steel ramps. All damaged
  piers had been removed from the area. Since there was no cargo-handling
  machinery on the floating docks, ships used their own booms to load and unload
  cargoes. Coolies carried the cargo from the docks to the warehouses. There
  were no railroad tracks along this side of the quay wall.
- 2. There was one pier at the oil storage area at Sunghsu (N 24-27-03, E 118-02-02). A second pier, which was formerly parallel to the first, had been demolished and removed.
- 3. No dredging was being conducted in the Amoy area.
- 4. The signal station on Hut'oushan (N 24-27-12, E 118-04-48) consisted of a square tower of cement or brick with a signal mast and a signal light. The signal light shone at night in a southerly direction from southeast through south to southwest. Near the top of the signal station was a sign with the characters Kung Ku Hai Fang (7255/0942/3189/7089) (strengthen coastal defense). There were numerous small houses and trees in the vicinity of the signal tower.
- 5. No radar installations were visible in the Sunghsu or Kulanghsu area or in Amoy. On Kulanghsu, three or four long gun barrels pointing upward at a sharp angle were on a 198-foot hill at N 24-26-07, E 118-03-05.
- 6. During late June, merchant seamen were permitted to go ashore in Amoy from 7 a.m. to 9 p.m. The city was well lighted until 2 a.m. A military vehicle observed on the streets

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